

**SECRET**

IDEA 1580  
Copy 3 of 6  
6 NOV 1963

MEMORANDUM FOR: Assistant Director, OSA

SUBJECT : Stabilization Problems with  
Article 355

1. At your request, I have researched appropriate records and files to ascertain if Article 355 had a history of stabilization problems and to indicate any significant write-up following a Headquarters directed overflight mission.

2. Going back to mid-October 1962, when Article 355 was delivered [redacted] the aircraft experienced roughness and vibration problems going through the bad-lands and buffeting at high altitudes. These problems continued to plague the Detachment, and outside assistance was requested. Three individuals were sent to [redacted] to resolve the problem: [redacted]

MD/OSA. The stall strips were repositioned, and a new and modified dump valve was installed on the engine. After three flight checks, Article 355 was declared operationally ready by the task group and the Detachment Commander on 20 November 1962.

3. The next indication of a stability problem appeared on 7 May 1963, following a training mission. [redacted] reported that the airframe has marginal high altitude stability characteristics and that future missions would be flown at 2 - 3 knots above recommended speed to improve stability. LAC was asked to review this condition, and they advised [redacted] to ground check the IAS system, checking both pitot and static sides for leaks as well as calibration of instrument. Following this, if negative results were obtained, LAC suggested increasing IAS 6 to 8 knots above standard indicated on IAS for brief check at plus 22 altitude. No further comment was received from [redacted] and the maintenance history of flight missions since that time does not reveal any further airframe stability problems in Article 355.

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This document contains information  
referring to Project **IDEALIST**

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25X1 4. I have attached the maintenance write-ups for Article 355 for both operational and training missions for the past six months. You will note that of the nine [ ] missions flown since May 1963, Article 355 had no aborts and three write-ups on completion of mission. One of these concerned the auto pilot, the other a failure of the UHF radio, and the third, Q-bay pressurization.

SIGNED

[ ]

Acting

Deputy for Field Activities, OSA

25X1

Attachment: as noted above

MD/OSA: [ ] ad (6 Nov 63)

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REPLACES FORM 36-8  
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